

Montana and the Sky



Vol. 38, No. 1

MONTANA AERONAUTICS DIVISION

January 1987

BAKER, COMBS TO ADDRESS CONFERENCE DINNER SESSIONS

Featured speakers for the Friday and Saturday evening dinners at the Montana Aviation Conference will be John Baker, president of AOPA, and Harry Combs, president of Combs Aviation Corporation. The Conference will be held February 18-21, 1987, at the Sheraton Inn in Missoula.



John Baker

Baker will address the dinner to be held on Friday evening, February 20. Combs will address the Saturday dinner.

John Baker has served as president of the Aircraft Owners and Pilots Association since his election to that post in May of 1977. He brought to AOPA, the world's

largest civil aviation organization with 260,000 members, a diverse and successful background in aviation that has earned him recognition and distinction throughout the industry.

A former U.S. Air Force fighter pilot, Baker was 15 when he learned to fly. He has since logged more than 11,000 hours. He holds a commercial license with single, multi-engine land, seaplane, and instrument ratings. He keeps those ratings current by flying about 400 hours annually to meet with pilots across the country.

Baker was raised in the ranchlands of western Nebraska and attended Nebraska University. From 1948 to 1956, he served in the Air Force as a fighter pilot and earned the Distinguished Flying Cross and other air decorations during the Korean War.

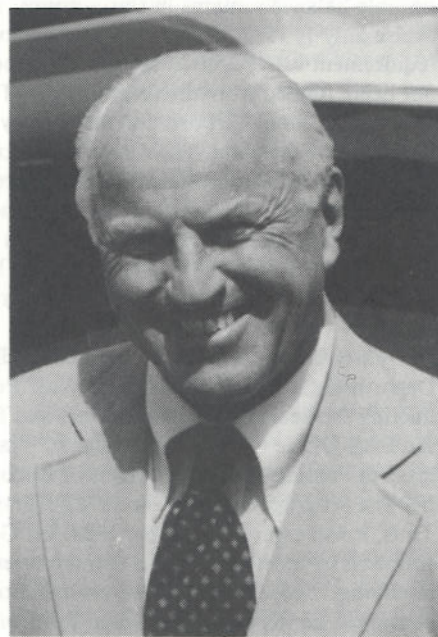
On his return to civilian life, he entered Creighton University School of Law where he earned his Doctor of Jurisprudence degree. Baker then began his civilian government service as an aviation trial attorney in the U.S. Department of Justice. From there he moved to the U.S. Senate where he served as an assistant to the U.S. Senator and minority counsel for a subcommittee of the U.S. Senate Judiciary Committee.

An executive position with Grumman Aircraft Corporation followed before Baker joined the FAA as Assistant Administrator for Congressional Relations and then moved to a similar position at the Department of Transportation. He subsequently returned to FAA as Assistant Administrator for General Aviation.

Immediately prior to joining AOPA, Baker was Executive Director Federal and Public Affairs of the Airline Pilots Association, involved in the union's political, congressional, public relations, and air safety activities.

Baker has been awarded numerous awards for his achievements in aviation, including being named Aviation Man of the Year in 1985. He is the recipient of an honorary Doctorate in Aviation Management from Embry Riddle Aeronautical University and is listed in *Who's Who in*

(Continued on Page 3)



Harry Combs

Administrator's Column

FAA's 1988 Budget Proposal. The FAA is proposing a \$5.8 billion budget for FY 88 of which \$4.9 billion is to be paid from the Aviation Users' Trust Fund. Of the total, \$3.4 billion is to be used for FAA operations and maintenance; \$1.35 billion for facilities and equipment; \$150 million for research and development; and \$1 billion for airport planning and development grants and noise compatibility planning. Of particular interest to us is the FAA's proposal to distribute block grants to the states for greater state involvement in funding small commercial service and general aviation airports. Another proposed change would permit the larger air carrier airports to withdraw from the federal grant program and assess their own local passenger facility changes. These changes will require changes in current legislation by Congress. The FAA proposal to fund 85% of their operations and maintenance costs from the User Trust is sure to meet with strong opposition from most user groups.

* * *

Removal of User Trust Fund From Budget. Legislation (H.R. 8) has been introduced by Congressman Mineta (CA) to remove the trust fund from the administration's "unified budget" and thus protect it from cuts under the Gramm-Rudman-Hollings Act. Aviation user taxes would be reduced by the same amount as that by which funding falls short if funding totals less than 90% of the authorized levels for airport improvements, facilities and equipment, and research and development. Passage of this bill is very important to the entire aviation industry, as the administration would no longer be able to "hold hostage" our user trust fund money to falsely help paint a better national deficit picture.

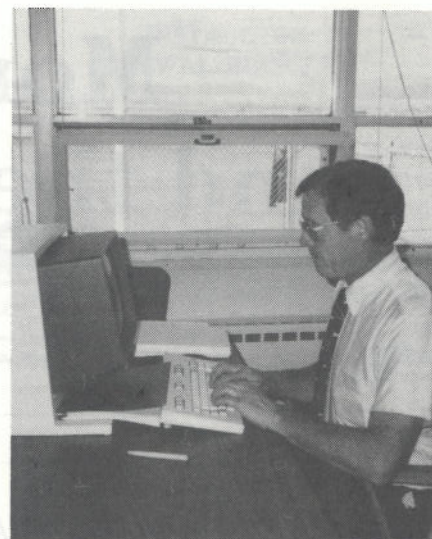
* * *

1987 Aeronautics Legislation. There are only two pieces of legislation being proposed by the Aeronautics Division. They are: 1) To make it unlawful to operate an aircraft while under the influence of alcohol or drugs. Montana is one of thirteen states which does not have such a law, and the National Transportation Safety Board and the Federal Aviation Administration are encouraging such legislation for these states. 2) To extend for two more years the authorization to use the proceeds from the sale of a bond to loan to communities for their 10% share of an airport improvement project which is being 90% funded from the federal Aviation Users' Trust Fund as approved by the FAA. A sizeable balance remains in this account, and the authorization to loan this money will expire July 1, 1987, if we cannot get an extension. We are proposing that the "match" requirement also be lifted so that an airport can use the money for projects which are not being funded from the federal Users' Trust Fund as well. We are convinced that there is a need at many airports for this money, and it would be a shame to just let it revert back to retire the bond. The Aeronautics Board, during their December 11 meeting, decided not to have legislation introduced to increase the 1945 1¢ per gallon aviation fuel tax - that by cutting back on our program spending and personnel we can "squeak" by until 1989 at which time we will have to address increased funding. The Board did vote to support the MPA and MATA legislation to bring about aircraft tax reform. At this time, it is somewhat uncertain in just what form this legislation will be presented.

* * *

Essential Air Service. I attended the Essential Air Service hearing conducted by the Department of Transportation at Wolf Point on December 15. The DOT officials conducting the hearing were Vance Fort and Bill Boyd. The purpose of this hearing was for the EAS Office of the Department of Transportation to learn and report back to Congress in February what the effects of discontinuance of the EAS subsidized program will be. The program is part of the 1978 Airline Deregulation Act and is for a ten-year period. Thus, it will expire in October 1988. Lt. Gov. George Turman led off with his testimony followed by most of the EAS communities in both Montana and North Dakota likewise testifying. Those testifying were unanimous in expressing a strong need and desire for continued air service under some form of subsidized program. It was also pointed out

Continued on page 3



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ADMINISTRATOR'S COLUMN — Continued

many times that the amount of money spent to subsidize air transportation in the U.S. is the smallest amount and the best bargain in all forms of subsidized transportation. There is a growing national interest in having legislation introduced to continue the EAS subsidized program in some form beyond 1988. It will be interesting to see how the DOT officials perceived the testimony in their report back to Congress.

Baker, Combs - Continued

America as well as *Who's Who in Aviation*.

Harry Combs has devoted a lifetime of service to aviation. An active pilot (now jet rated) ever since he first soloed in a World War I vintage biplane in 1928, he has participated in virtually every facet of the air industry - civil and military. He also built and tested two airplanes of his own design - the first in 1929, the second in 1939.

A Yale graduate (class of '35), Combs worked for Pan American Airways for two years and then in 1938 formed his own aviation sales and service company in Denver, Colorado. During World War II, Combs Aircraft trained some 9,000 military pilots. Combs himself flew thousands of miles for the Air Transport Command.

Following the war he built his company into one of the most successful fixed base operations in the world.

Always in the forefront of intense aviation activity, Combs served on President Kennedy's Project Beacon in the 1960s, a task force charged with modernizing the nation's air traffic control system. He was also named to NASA's technical advisory committee. In 1971 he became president of Gates Learjet Corporation. And in 1982 he was elevated to vice chairman of the board and chairman of its executive committee.

His contributions to the industry he helped build are many. Notable among them is the book he authored, *Kill Devil Hill*, acclaimed the most definitive work on the Wright brothers yet published. He also narrated a 40-minute documentary based on his book. Titled "How Strong is the Wind," the film is now in distribution.

In 1974 Combs was honored as America's "General Aviation Man of the Year." He is a member of the board of directors of Conquistadores del Cielo, the Collier Trophy nominating committee, and the board of nominations for the National Aviation Hall of Fame in Dayton, Ohio. He also has chaired the General Aviation Manufacturers Association.

Combs is the recipient of numerous honors and awards, among them the U.S. Department of Transportation Distinguished Achievement Award. He is also a member and past president of the Wings Club, a New York based international group of some 1,500 senior aerospace industry and business executives. In 1983 he was elected "Elder Statesman of Aviation" for contributions of significant value to aeronautics over a period of years.

Smart Compass

There has been very little change in the magnetic compass since the 15th century. Many schemes have been tried to take out the wild swings of the compass needle in rough air. The most successful of the schemes has involved gyros. The gyros require pilot attention, considerable maintenance, and are expensive. H. Douglas Garner of Langley Research Center has come up with a new idea for informing the pilot about his aircraft heading.

Garner's compass uses a single chip microcomputer to calculate the instantaneous magnetic heading of the aircraft from the outputs of a specially designed and extremely simple two-axis magnetometer. Garner says provisions are included for compensating or circumventing the usual compass error, so that no directional gyroscope is required to supplement the compass reading.

The Garner compass avoids damping problems since it has no moving parts. The sensing element can be mounted remotely from the digital indicator. The system includes circuitry for "northerly turning error."

It appears that the system will provide a more reliable, lighter, and cheaper method for determining magnetic heading. (Aviation Technical News, NASA)

FAA's Donahue To Speak At Kick-Off Luncheon



Robert L. Donahue, Associate Administrator for Airports of the FAA in Washington D.C., will be the keynote speaker for the opening luncheon at the Montana Aviation Conference.

Donahue was appointed to his present position in November 1985 after having served as director of the Division of Aeronautics for Illinois for nearly seven years. Prior to public service, he was chairman of a mortgage banking firm in Chicago and also was an industrial real estate developer.

Donahue's interest in aviation goes back to 1938 when he had his first airplane ride. During World War II he volunteered for service in the U.S. Army Air Corps where he received his pilot training. He was a member of the Illinois Air National Guard from September 1947 until his retirement as a colonel in July 1968. In addition to his service in World War II, he served for two years during the Korean War.

Donahue has been recognized both in Illinois and nationally for his role in the advancement of aviation both from the standpoint of commercial and general aviation.

The kick-off luncheon is scheduled for noon on Thursday, February 19. Conference participants who wish to attend the kick-off luncheon MUST PREREGISTER in order to make luncheon reservations. A registration form is included in this issue.

Luncheon To Feature CAP Educator



Harold R. "Hal" Bacon has a scientific background ranging from aerospace education to marine biology and a teaching background from junior high school to college. He is a native of Montana where he majored in biology at Montana State University, receiving his B.S. degree in 1957. He will address the luncheon on Saturday, February 21, at the Montana Aviation Conference.

Following graduation, Bacon taught for two years in Montana public schools. He then received a National Science Foundation grant and earned a master's degree in science education from the Pennsylvania State University. From 1960 to 1963 he taught biology and marine biology at Bowdoin College in Brunswick, Maine.

Bacon's involvement in aerospace education began in 1963 with the Educational Programs Division of the National Aeronautics and Space Administration. From 1963 to 1969, he worked for NASA at their Western Operations Office in Santa Monica, California, and at the Ames Research Center at Moffett Field, California.

Bacon began his career with Civil Air Patrol - USAF as Director of Aerospace Education, North Central Liaison Region in 1969 where he served until he was named Director of Curriculum at HQ CAP-USAF in 1971. In March of 1980 he became Chief, Aerospace Education Division and Assistant Director, Aerospace Education. On August 21, 1983, he assumed his present position as Deputy Chief of Staff, Aerospace Education, the top job in CAP-USAF's aerospace education program.

AOPA Speakers To Conduct Concurrent Sessions

Two speakers from AOPA in Frederick, Maryland, will conduct concurrent sessions during the Montana Aviation Conference scheduled for February 18 - 21 in Missoula.

Russ Lawton, formerly director of research and development for the AOPA Air Safety Foundation, recently assumed the position of vice president of operations. In this new position he will continue to oversee the Foundation's aviation research and development efforts as well as those of the special courses and flight instructor departments.

During his 10-year tenure with AOPA, Lawton has held several management positions, within AOPA and the Foundation. He is an ATP, CFII pilot with 3,400 hours. He holds a master's degree in transportation safety and a bachelor's degree in air commerce and flight technology.

Conducting a session on seaplane flying will be Mary Silitch, executive director of the Seaplane Pilots Association.

Mary Silitch is an instrument, multi-engine and seaplane pilot with experience in more than 50 types of aircraft in her 20 years of flying. She has flown all modern single engine production airplanes as well as many twins. Among the more unusual types in her logbook are the Beech Stag-gerwing, Cessna 195, Grumman Widgeon and Albatross, Helio Courier on floats, Windecker Eagle, Myers OTW, Waco Vela, Lake LA-4-200 and the Cessna 152 on floats.

Silitch obtained her seaplane rating in 1972 and has been flying seaplanes ever since from Bellanca Citabrias and Piper Cubs to Cessna Turbo 206s on amphibians.

She received a degree in English from Southwestern at Memphis and began a journalistic career. She became interested in flying and went to work for "Flying" magazine in 1965. By 1972, she was executive editor of "Air Progress" but when the magazine moved to California, she stayed on the East Coast to edit the publications of the National Pilots Association as well as involving herself in lobbying efforts of the organization.

In 1978, Silitch joined the staff of AOPA, where she edited the "AOPA Newsletter," became an editor of "AOPA Pilot" and the editor of "Water Flying." In 1981 she won two Aviation/Space



Writers Association awards for her contributions to "Pilot." She became executive director of the Seaplane Pilots Association in 1982.

CALENDAR

Feb. 18 - 21 - Montana Statewide Aviation Conference, Sheraton Inn, Missoula.

Feb. 18 - 21 - Aircraft Mechanics Refresher Seminar, Sheraton Inn, Missoula.

March 13 - 15 - Flight Instructor Refresher Clinic, Helena.

March 23 - 26 - Upper Midwest Aviation Symposium, Bismarck, North Dakota. Sponsored by the North Dakota Aviation Council. For more information call Jerry Olson at 701-774-8594.

June 15 - July 3 - Aerospace Teacher Workshops.

July 17 - 19 - Schafer Meadows Work Session.

July 24 - 26 - Comprehensive Safety Program/Fly-In, West Yellowstone. More information to follow.

July 31 - Aug. 7 - EAA Convention and Fly-In, Oshkosh, Wisc.

Sept. 18 - 20 - Mountain Search Pilot Clinic, Kalispell.

HERE AND TH'AIR

AOPA Hails FSS Postponement of TERPS Changes. A decision by the FAA to defer an order that would have prohibited the use of 322 instrument approaches at more than 161 airports nationwide has been applauded by Aircraft Owners and Pilots Association President John L. Baker. The association had been contesting FAA's intent to implement the order, and Baker called FAA Administrator Engen's decision "a major breakthrough that could finally lead to a sound evaluation of the remote altimeter program." Under the order, the agency had planned to cancel or suspend instrument approaches on January 1, 1987, for airports that relied upon remote altimeter settings if FAA determined the airport was adjacent to precipitous terrain or in an area of inconsistent weather patterns. In a memo issued December 3, Engen delayed the program's implementation date one year and ordered "complete operational reevaluation" of the program, including related programs such as the Automated Weather Observation System (AWOS). "I appreciate the Administrator's recognition of the potentially harmful impact this policy could have upon communities that need consistent access to the air transportation network," said Baker. "Pilots shouldn't lose the ability to fly an instrument approach just because local altimeter settings are unavailable." Baker had written Engen urging that the program be delayed, pointing out that statistics do not show any increase in the number of accidents at airports currently using remote altimeter settings for instrument approaches. Baker also noted that the original order was predicated on the availability of AWOS and that system wasn't certificated until July 1986. The automated system is nearly three years behind schedule, and the three models will cost between \$25,000 and \$70,000. Baker wrote, "Most airport sponsors include acquisition of this equipment in fiscal year capital budgets. It is unreasonable to expect airport sponsors to acquire these expensive systems in time to comply with the January 1987 deadline." The AOPA president had also noted that pilots would suffer from inadequate publication of Standard Instrument Approach Procedures (SIAPs) and the lack of reliable information in NOTAMs.

December SAR Activity

By: Fred Hasskamp, Chief
Safety and Education Bureau

Three SARSAT ELT reports were received. An ELT was located in an automotive repair shop in downtown Billings. The second ELT was located in an aircraft parked at the Kalispell City Airport and the third ELT was transmitting from the Morgan-Turner Area. However, it was turned off before it could be located.

One INREQ was received, and it was the result of a flight plan not closed by a Kalispell area pilot.

As the result of a December 6 crash in the Lewistown area, a search was initiated. The aircraft was located after 2½ days of searching with as many as 28 search aircraft out on one day. The aircraft was almost totally destroyed by fire as was the ELT, making the wreckage very difficult for searchers to spot.

It is impossible to thank everyone who helped in bringing this air search to a conclusion, but I think it should be made known that, in addition to the air search portion, a tremendous effort was made by the Fergus County Sheriff's Department and the many, many others to help locate the missing aircraft. The cooperation and helpfulness of everyone involved in the search was outstanding.

YOUR SHOULDER HARNESS

IF YOU'VE GOT IT—USE IT!

MOVING???

Each time a newsletter must be returned to us because of a wrong address, we pay the post office 25¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME(Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____

The Pilot's Ten Commandments

I. Beware of the intersection take-off for verily the runway behind thee and altitude above thee are no more than another hole in the head.

II. Tarry not on active runways for mad confusion may result causing thee to make like a chopping block.

III. Ignore not thy checklist, for many are the switches, valves, and handles waiting to take vengeance upon thee.

IV. Look to thy left and to thy right as thou journey thru the sky or thy fellow pilots will surely buy beers for thy widow.

V. Buzz not, for this incurreth the wrath of thy neighbor and bringeth the fury of the FAA on thy head and shoulders.

VI. Take the measure of thy fuel for verily, a tank full of air is an embarrassment at 10,000 feet. Yea, and even more so on departure leg.

VII. Push not through the scud lest the Angel Gabriel be waiting on the other side.

VIII. Trifle not with the thunderstorm for thy wings and tail feathers are like to be shorn from thy sky chariot, and thyself be cast about the firmament.

IX. Beware of weather prophets for the truth is not always in them.

X. Check frequently thy airspeed on final lest the firmament riseth up and smite thee.

TENTATIVE SCHEDULE MONTANA AVIATION CONFERENCE

(Please remember that this is a tentative schedule. While the basic structure will remain the same, some sessions may be shifted or deleted before the final program is printed.)

Wednesday, February 18

- 10:00 Registration begins
- 12:00 Booth set-up begins
- 1:00- 5:00 Mechanics Seminar - IA Renewal
- 5:00- 9:00 Ag Operators - Cocktails, Dinner & Seminar Session

Thursday, February 19

- 7:30-11:30 Mechanics Seminar - IA Renewal
- 8:45-10:45 Ag Operators Seminar
- 9:00- 9:45 Handling Poisons
- 10:00-11:30 Display Area Open - Coffee Served
- 12:00- 1:00 Kick-off luncheon - Robert Donahue, Associate Administrator of Airports, FAA
- 1:30- 4:30 Ag Operators Seminar
- 1:30- 2:15 Concurrent Sessions:
 - Product Liability
 - Seaplane Flying
 - Oil Analysis
 - Mountain Flying
 - Keeping Your Husband Alive
- 1:30- 3:00 MAMA Business Meeting
- 2:00- 4:00 Display Area Open - Coffee Served
- 2:30- 3:15 Concurrent Sessions:
 - Flying in Canada
 - Montana Aviation System Plan
 - FAA Safety Seminar
 - Decision Making
- 3:15- 5:00 Montana Aeronautics Board Meeting
- 3:30- 4:15 Concurrent Sessions:
 - Promoting Your Airport
 - Search and Rescue - Scott AFB
 - Loran C Approaches
 - Weather Service
- 7:30- 9:00 Dr. Jerry Cockrell

Friday, February 20

- 7:30- 9:00 Flying Farmer Business Meeting
- 7:30- 9:00 MAAA Business Meeting
- 8:00- 9:00 99s Business Meeting
- 8:00- 9:00 EAA Business Meeting
- 8:00-10:00 Mechanics Seminar
- 9:00-10:30 FAA Listening Session
- 9:30-11:00 Display Area Open - Coffee Served
- 10:45-11:15 Concurrent Sessions:
 - Montana Aviation System Plan
 - Flight Standards of the Future
 - Oil Analysis
 - Severe Weather Flying
 - Color Analysis
- 12:00- 1:00 Luncheon - Jim Burnett, Chairman, National Transportation Safety Board
- 1:30- 3:00 Mechanics Seminar
- 1:30- 5:00 Flying Friends - Non-Pilots Only - Cockrell

1:30- 2:15 Concurrent Sessions:

- Airport Managers
- Your Health and Attitude
- Search and Rescue
- Decision Making

2:00- 4:00 Display Area Open - Coffee Served

2:00- 4:00 System Plan Technical Advisory Committee Meeting

2:30- 3:15 Concurrent Sessions:

- Loran C Approaches
- Safe Aircraft Fueling
- Seaplane Flying
- Flying in Canada

3:30- 4:15 Concurrent Sessions:

- Severe Weather
- Business Collections
- FAA Safety Seminar
- Mountain Flying

5:00- 7:00 Display Area Open - Cocktails in Display Area

7:30 Dinner - John L. Baker, President, AOPA

Saturday, February 21

- 8:00-10:00 MATA General Meeting
- 8:00-11:15 MPA General Meeting
- 9:30-11:00 Display Area Open - Coffee Served
- 10:30-11:15 Concurrent Sessions:
 - Legislation Update
 - Computers in Aviation Businesses
 - Flight Standards of the Future
 - Survival
 - Tips for Women Traveling Alone
- 12:00- 1:00 Luncheon - Hal Bacon, Deputy Chief of Staff, Aerospace Education, CAP-USAF
- 1:30- 5:00 Mechanics Seminar
- 1:30- 2:15 Concurrent Sessions:
 - Underground Storage
 - Your Health and Attitude
 - Seaplane Flying
 - Mountain Flying
- 2:00- 4:00 Display Area Open - Coffee Served
- 2:30- 3:15 Concurrent Sessions:
 - Flying in Canada
 - Product Liability
 - Safe Aircraft Fueling
 - Decision Making
 - Aviation Education Panel
- 3:30- 5:00 Dr. Jerald Cockrell
- 5:00- 7:00 Display Area Open - Cocktails in Display Area
- 7:30 Dinner - Harry Combs, President, Combs Aviation Corp.

Sunday, February 22

- 9:30-11:00 Conference Committee Meeting

Some Basic Conference Information....

The schedule for the Montana Aviation Conference has begun to come together and provides for three and a half days of seminars, workshops, and special speakers on topics which appeal to anyone interested in any facet of aviation. A tentative schedule is printed elsewhere in this issue. Note that some sessions listed may yet have to be shifted or deleted.

The Conference, scheduled for February 18-21, 1987, at the Sheraton Inn in Missoula, is hosted this year by the Montana Aeronautics Division, the Montana Airport Management Association, and the Missoula Hangar of the Montana Pilots Association.

Aviation businesses from all across the U.S. have reserved booth space for the trade show. The Montana Aeronautics Division's Aircraft Mechanics Refresher Seminar will be held during the Conference as will the ag operators seminar for which ag operators will receive renewal points. In addition, an FAA team from Oklahoma City will conduct a special IA renewal course - the first time this course has been offered in Montana in over five years.

Conference will serve as the annual convention for the Montana Pilots Association and the Montana Trades Association. The Montana Airport Management Association will hold their spring meeting during

the Conference. In addition, time has been set aside for the other aviation groups to hold their own business and/or board meetings.

A registration form is included in this issue. **PREREGISTRATION IS NECESSARY FOR THOSE WHO WISH TO ATTEND THE KICK-OFF LUNCHEON**, scheduled for Thursday, February 19. Preregistration is encouraged in other instances, too, as it facilitates the registration process. Registration fee is \$20 for participant or \$30 per couple. Children accompanying parents are admitted free of charge.

Rooms may be reserved by calling the Sheraton at 721-8550 or toll free at 1-800-824-4536 in Montana or 1-800-523-1408 out of state. Rates are \$44 for single, \$48 for double. Be sure to mention that you will be attending the Aviation Conference.

Tickets for meals will be sold separately at registration - you need purchase only those you wish to attend. However, **MEAL TICKETS MUST BE PURCHASED 24 HOURS IN ADVANCE.**

Airport shuttle service will be available, or you can make arrangements for a rental car by calling one of the following in Missoula: Avis - 549-4711; Budget - 543-7001; Hertz - 549-9511; National - 543-3131.

Arrangements have been made for Conference participants for special equipment and lift rates for an evening of night skiing at Marshall Ski Area on Wednesday, February 18, from 6:00 p.m. to 10:00 p.m. Details will be available at the Conference. Shuttle service will be provided to the shopping center during the entire Conference. A western theme will highlight the Friday evening dinner with a blue jeans and hay bales dance to follow dinner. Dress "down" for this one.

Saturday's dinner will feature a Mexican theme in keeping with the donation by Continental Airlines of two round-trip tickets to any of the eight cities in Mexico they serve. These will be given as a drawing at the dinner on Saturday evening - you must be present to win. Tom Zachary, Continental's Missoula station manager, will be present to draw the winning number.

For further information call the Montana Aeronautics Division at 444-2506 or the Russ Pankey's office at the Missoula Airport at 728-4381. See you at the Conference!



REGISTRATION FORM

MONTANA STATEWIDE AVIATION CONFERENCE — FEBRUARY 18 - 21, 1987

Mail to: Montana Statewide Aviation Conference
Box 5178
Helena, MT 59604

PLEASE PRINT

NAME(S) OF PARTICIPANT(S) _____

ADDRESS _____

PHONE _____ EXPECTED MODE OF TRAVEL: AUTO ____ AIR ____ ARRIVAL DATE _____

REGISTRATION FEE ENCLOSED: _____ WILL PAY ON ARRIVAL _____
(Make checks payable to Montana Statewide Aviation Conference.)

I (we) will be attending the keynote luncheon on Thursday, February 19. Please make reservations for _____ people.

FAA Issues Certificates

PRIVATE

James Grogan.....Whitefish
Trace Thomas.....Simms
Joan Ostlund.....Billings
Todd Burger.....Helena
James Dean.....Livingston
David Rowland.....Geraldine
Gary Wagner.....Billings
Corey Vogel.....Billings

COMMERCIAL

Charles Redd, Jr.....Valier
Bruce Ferguson.....Fort Peck
(Helicopter)
Eric Deigert.....Billings
(Multi-Engine)

MULTI-ENGINE

Robert Howard.....Helena

ATP

Julian Guffin.....Missoula

INSTRUMENT

Larry Baier.....Kalispell
Mark Davies.....Chinook
David Villa.....East Helena
Janice Regimbal.....Billings
Michael Walton.....Billings

INSTRUCTOR

Wayne Just.....Kalispell
David Simon.....Billings
(Instrument)
Michael Walton.....Billings
Carter Jensen.....Hinsdale
(Multi-Engine)

INSTRUCTOR

RENEWAL/REINSTATE

William Corbin.....Belgrade
Jeffrey Morrison.....Helena
Ted Parod.....Bigfork
Rick Sanford.....Bridger
William Martin.....Hardin
Duane Johnson.....Billings
Gary Cormier.....Billings

(Correction: The December issue listed William Woodhouse, Power, as receiving his private rating. He received his instrument rating.)

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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